

USSN 09/923,825

Amendment dated 11/10/2005

Responding to Office Action of 08/10/2005**REMARKS/ARGUMENTS**

Claims 1 through 16 stand rejected as being unpatentable over the paper titled "Information Technology: Opportunities For Maintenance Management (hereinafter Pintelon) in view of the paper titled "Using (electronic) Magic Wands" (hereinafter Birkland). Applicant respectfully requests reconsideration of the rejections in view of the foregoing amendments and the following remarks.

Claims 1 and 9 have been amended to highlight aspects of the present invention not disclosed or suggested by the applied references. Claims 1-16 remain pending in the present application.

Applicant respectfully notes that no record has been received to indicate that the IDS filed on September 19, 2001 by applicant has been considered by the Examiner. Also no objection has been received regarding such an IDS. Accordingly, applicant requests that this IDS be considered.

Amended claim 1 is directed to a computerized method for guiding personnel servicing selected locomotive equipment from a group of generally similar locomotive equipment. The selected locomotive equipment is made up of a plurality of systems and is subject to unique locomotive configurations and servicing requirements. A locomotive equipment configuration identifier is provided for uniquely identifying the selected locomotive equipment from among the group of generally similar equipment. The equipment to be serviced is selected by communicating information indicative of the respective identifier to a database through a portable input/output device.

A preferred work site is determined from among available work sites at which to perform the service in accordance with technical and business decision-making criteria that includes the cost and timeliness for performing services that may be required for the selected equipment and further includes whether a locomotive with the selected equipment is likely to reach a respective work site before a road locomotive failure occurs. Support may be found at least at page 10, lines 19-20 and at page 9, lines 1-20 of the specification.

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Applicant notes that the foregoing operational relationships provide advantages peculiar to the railroad industry. For example, due to the substantial complexity of railroad locomotives, often locomotives that may share the same model number may have distinct equipment configurations. Accordingly, it is advantageous to be able to uniquely identify the selected locomotive equipment from among the group of generally similar equipment. Moreover, in the locomotive industry typically a limited number work sites may be scattered nationwide over distances spanning hundreds, if not thousands, of miles. Thus, it is particularly important that in order to select the work site at which to perform the service one be able to determine whether the locomotive with the selected equipment is likely to reach a respective work site before a road locomotive failure occurs. It respectfully submitted that neither Pintelon nor Birkland teach or suggest the foregoing operational relationships, and consequently these references, singly or in combination, fail to render obvious claim 1. Since each of the dependent claims from independent claim 1 includes the structural and/or operational relationships respectively recited in such independent claim, it is also respectfully submitted that the Pintelon/Birkland combination also fails to obviate each of such dependent claims.

Amended claim 9 is directed to a computerized system for guiding personnel servicing selected locomotive equipment from a group of generally similar locomotive equipment. The selected locomotive equipment is made up of a plurality of systems and is subject to unique locomotive configurations and servicing requirements. A locomotive configuration identifier is provided for uniquely identifying the selected locomotive equipment from among the group of generally similar equipment. A preferred work site is determined from among available work sites at which to perform the service in accordance with technical and business decision-making criteria that includes the cost and timeliness for performing services that may be required for the selected equipment and further includes whether a locomotive with the selected equipment is likely to reach a respective work site before a road locomotive failure occurs. In view of the remarks set forth above, it is respectfully submitted that Pintelon and Birkland, singly or in combination, fail to teach or suggest the structural and operational relationships recited

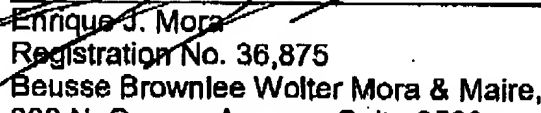
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in claim 9, and consequently these references fail to render obvious claim 9 and the claims that depend from claim 9.

It is respectfully submitted that each of the claims pending in this application recites patentable subject matter and it is further submitted that such claims comply with all statutory requirements and thus each of such claims should be allowed.

The Examiner is invited to call the undersigned if clarification is needed on any aspects of this Reply/Amendment, or if the Examiner believes a telephonic interview would expedite the prosecution of the subject application to completion

Respectfully submitted,



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